

BOMBARDING by *Steamers* made with the best materials and under the best management at the "DAILY PRESS" OFFICE. All goods are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimated gross.

PRINTING OF ALL KINDS at the most moderate prices at the "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimated gross.

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Orders for extra copies of *Daily Press* should be sent before 11 a.m. of day of publication. After that hour, address to *Steamer* Office, *General Post Office*, *Telephone No. 12*.

ENTERPRISE ADDRESS PRESS, T. R. G. CO., P.O. Box 29. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

BY A GERMAN LADY, who has passed examinations in a knowledge of English and French in Germany, a position as GOVERNESS.

Apply to

Caro's Office of this Paper, Hongkong, 24th February, 1898. [544]

THE SECRET OF THE BRITISH EMPIRE

LECTURE BY MR. W. V. DRUMMOND

MR. W. V. DRUMMOND has kindly con-

sented to deliver a lecture upon "The

Secret of the British Empire" in the Cham-

ber of Commerce at the CITY HALL, on

SATURDAY, the 24th February, at 3 P.M.

His Excellency Major General WILSON

BLACK, C.B., will take the Chair.

The general public are invited to attend.

HENRY E. POLLOCK,

Hon. Secretary,

Hongkong Old Volumes Society, Hongkong, 23rd February, 1898. [545]

THE "STAR" FERRY SERVICE

(BETWEEN HONGKONG AND KOWLOON).

ALTERATIONS OF RATES OF

MONTHLY TICKETS.

O WING to the greatly increased cost of

COTTON, superior accommodation and an

accelerated service being provided, I am un-

able to keep the RATES OF

MONTHLY TICKETS from the 1st of

MARCH, 1898, as under:

Single Ticket, Monthly ..... 55.00

Family ..... 9.00

Servants are not included in Monthly Tickets.

DORABEEJEE NOWROOZEE

Hongkong, 26th February, 1898. [547]

EXCURSION TO MACAO.

GRAND CROSS PROCESSION, &c. &c.

THE River Steamer "TAI ON" Captain

GORLOWSKI will leave the CENTRAL

MARKEt WHARF at 9 A.M. on SUNDAY,

the 27th instant, for MACAO and will leave Macao

again for Hongkong on 10 P.M.

The Portuguese Amateur Band will perform

during the trip.

10000 FARE ..... 92

Tickets may be obtained at CAMPBELL &

MOORE's Hair Dressing Saloon on Bowery

Hongkong, 26th February, 1898. [550]

VICTORIA CHAPTER

No. 625 E.C.

A CONVOCATION OF EMERGENCY of

VICTORIA CHAPTER will be held at the

PREMIER HALL on WEDNESDAY

the 2nd March, at 8.30 for 9 P.M. precisely.

Visiting Companions are cordially invited to attend.

Hongkong, 25th February, 1898. [546]

FOR THE MAIL

THE HONGKONG WEEKLY PRESS will

be ready to-morrow and will contain:

Leading Articles —

Extension of the Burma Railway into

Yunnan.

The Anti-Opiate Society.

A "Breeze" in the Legislative Council.

Dumb Brokerage.

The Fire Department and Naval Con-

struction.

Soldiers and Sailors at the Races.

Extraordinary Weather.

Hongkong Legislative Council.

Fire on the Esplanade.

Warlike Preparations in Indo-China.

The Off-Day Races.

Longhong Amateur Dramatic Club.

The Fire Brigade Report.

Hongkong and Whampoa Dock Co., Ltd.

Fujian Mining Co., Limited.

Hongkong and Kowloon Wharf and G-

overnment Co., Limited.

National Bank of China, Limited.

Hongkong Hotel Co., Limited.

Ge. H. Muller Co., Limited.

The British & Indian Mining Co., Limited.

Oliver Freshfield Mines, Limited.

Correspondence.

Local and District Intelligence.

Subscription \$12 per Annum payable in

advance postage \$2.

Extra copies 30 cents each, CASH.

Copies can be posted from the Office to

addresses sent; including postage 3¢ extra each.

for \$1 for three copies CASH.

Hongkong, 25th February, 1898.

CHINA NAVIGATION COMPANY, LIMITED

FOR TAKAO.

THE Company's Steamship

"FOOCHOW"

Captain BLACKIE, will be despatched as

FOR Freight or Passage, apply to

BUTTERFIELD & SWINE

Agents.

Hongkong, 24th February, 1898. [544]

FOR SHANGHAI.

THE Company's Steamship

"LYMEON"

Captain G. H. HANCOCK, will be despatched for

the above port, TO-MORROW, the 25th Inst.

at 4 P.M.

This Steamer has superfirst accommodation for

First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 24th February, 1898. [545]

NOTICE TO CONSIGNEES.

THE E. & O. S. N. Co.'s Steamship

"SOOCOA."

From ANYWHERE, LONDON, PORT

SAID, BOMBAY, AND STRAITS.

(Consignees of) "Cargos" by the above-named

vessel are hereby informed that their goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godown at Kowloon, where each

consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

goods are landed.

Our goods will be landed here unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 2nd March, at

4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged packages must be left in the

Godown and a certain percentage of the damage ob-

tained from the Godown Company within ten

days after the vessel's arrival here, after which

no claims will be recognized.

H. A. BITCHIE,

Superintendent.

Hongkong, 24th February, 1898. [545]

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HONGKONG

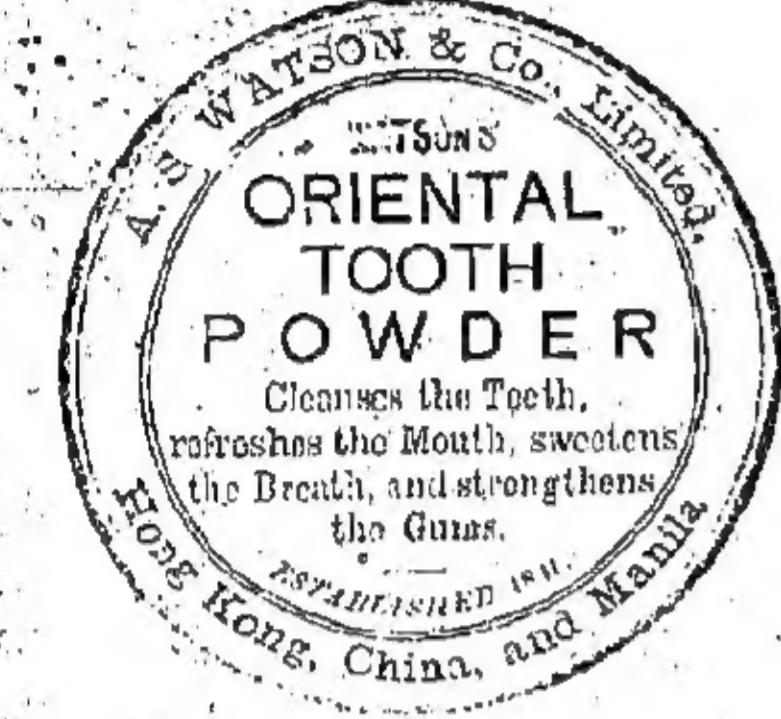
INTIMATIONS  
BROWN, JONES & CO.  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. (2764)

HONGKONG DISPENSARY

FAVOURITE TOILET  
ARTICLES.

WATSON'S  
ORIENTAL

TOOTH POWDER.



The favourite Dentifrices referred to in this label, is one of our oldest Proprietary Articles. Few have ever tried it we may say, and many of our customers take a large supply with them on leaving the Colony.

HONG KONG  
TAI YUEN FONG

HAIR WASH.

THIS ELEGANT TOILET REQUISITE  
COMBINES THE PROPERTIES OF  
A RESTORER, POLISH AND  
WASH.

As a Restorer.—Nutritive and Strengthening;  
As a Polisher.—Not a Grease, but acting as a  
Polish;—Cooling, Cleaning and Astringent.

S. S. WATSON & CO., LTD.  
HONG KONG, CHINA, and MANILA.  
Established A.D. 1841.

Hongkong, 16th January, 1898. (24)

The Daily Press.

HONGKONG, FEBRUARY 25th, 1898.

The conclusion by China of a loan with the Hongkong and Shanghai Bank and the German Asiatic Bank is, we trust, calculated to clear the political atmosphere. The prospect of Russia's getting China into her financial grip is now removed, at all events for some time to come, and any territorial or other questions that may be pending will have to be discussed on their own merits and not as between an exiled creditor and helpless debtor. The union of British and German interests which the loan arrangements seem to imply is also of happy augury and should make for peace. Whether the opening of the inland waters to foreign and native steamers, which is also announced, is a direct condition of the loan does not appear. Such a concession might be obtained independently, but the probable object is to find increased revenue as security for the loan. The opening of the waterways necessarily implies the extension of the foreign Customs Service and the abolition or regulation of the *lukin* system. There will be many difficulties to overcome, as is proved by the experience of the opening of the West River, but under the new order foreign trade will inevitably enjoy a large expansion. It is possible that in the running of small steamers and launches the Chinese will ultimately monopolise the business in the same way as they command the greater part of the launch business in our own harbour, but the launches will convey foreign goods to remote markets at present almost untouched and bring back native produce for shipment abroad, thus increasing the import and export trade of the country, to the benefit of Hongkong and the treaty ports.

We do not intend to comment upon the merits of the case of *GOHMAN* versus *BENJAMIN, KELLY, and Potts*, which has absorbed so much attention during the past fortnight and which has reached the unsatisfactory termination of a verdict by a majority of one in a jury of seven. There has, however, been brought to light a custom of the share market, namely, that of charging double brokerage, which calls for some remark. If clients are willing to pay double brokerage the broker cannot be blamed for accepting it, but looked at on broad grounds, and without reference to the broker's individual interests, the custom is a pernicious one which ought to be discouraged and if possible suppressed. The extra remuneration appears to be paid where the broker has to buy from or sell to another broker, and is given as compensation for the loss of brokerage from the other side. The theory seems to be that the broker should ordinarily act for both parties and that the clients should be mulcted in an extra payment when two separate brokers are employed. The effect of the application of this theory must be to discourage business as between brokers. But from a moral as well as a business point of view it is desirable that a different broker should be employed on each side, by which means the true price of the shares is more likely to be arrived at than when one broker acts for both parties. No man can serve

two masters, and when a broker receives an order from one client to sell certain shares at the best price obtainable and an order from another client to buy shares of the same concern at the lowest price at which they can be procured he must sometimes be embarrassed in trying to do justice to both sides. It would be more satisfactory that each side should have his own broker. It is doubtful, also, whether it is to the brokers' own interest to discourage the employment of a broker on each side. If they dealt freely with each other there would still be the same or a greater amount of business to put through and the same number of brokers to divide the brokerage amongst. The charging of double brokerage can only be regarded, therefore, as a trifling squabble calculated to discourage legitimate business.

Men who about nothing will be the verdict of those who had the patience to wade through the discussion at the last meeting of the Legislative Council with reference to the minutes of the Public Works Committee. At a meeting of that Committee a scheme came up for consideration which involved the purchase of Beaconsfield, a property owned by the Hon. E. R. Bellings, a member of the Committee. Mr. Bellings voted, whereupon the Hon. T. H. Whitehead protested against his doing so, on the ground of his member's pecuniary interest. Some discussion appears to have taken place with reference to that protest and a motion was made by the Colonial Treasurer and seconded by Mr. Bellings that it should not be entered upon the minutes. The Chairman, however, accepted the protest and the motion that it be not recorded was not put to the meeting nor placed upon the records. Mr. Whitehead's protest on the other hand was duly recorded and published, but, not satisfied with that, the hon. member at the meeting of the Legislative Council on Wednesday impeached the minutes because a motion that was never put to the meeting was not recorded. Under the circumstances there does not appear to have been any reason why it should have been recorded, but even if it were admitted that an omission had been made the subject was not worth occupying the time of Council with, as it possessed no practical interest or importance. The important thing was the protest itself, and that duly appeared on the minutes.

The marrow of the matter is the disputed right of Mr. Bellings to vote on a question in which he was peculiarly interested. As a member of a Committee simply expressing an opinion for the Governor's information we should say Mr. Bellings was within his rights in voting, but a similar vote in Council on a motion which carried would commit the colony to an expenditure of money which would be decidedly illegal. The Colonial Treasurer thinks, otherwise, that the hon. gentleman's argument when examined proves self-destructive. He admits that ordinarily a member may not vote upon a matter in which he is peculiarly interested, but contends that the disqualification is overcome when the matter at issue is one of state or public policy. Now as all votes in legislative assemblies are necessarily on matters of state or public policy, such bodies having nothing to do with private affairs, it would follow that a member could always vote, whether peculiarly interested in the matter at issue or not. Which, as Euclid would say, is absurd. The rule that a man may not vote on a direct contract between himself and the State is clear and unassailable, notwithstanding that the contract may be a matter of state or public policy. Exception must also be taken to the Colonial Treasurer's contention that, although a vote was taken at the meeting of the Public Works Committee it was not necessary that this should have been done, as the Governor asked for the opinion of the Committee as a Committee, we fail to see how that opinion could have been arrived at or recorded except by means of a vote. The members of the Committee might individually have expressed their opinions without voting, but that would not have been equivalent to the Committee's collective opinion as focused by debate and vote and would in fact have been worth no more than the individual opinions of any other half dozen men of equal competence.

The *Macau* will run an excursion to the Macau on Sunday.

The Macau Government has chartered two steamers to make a monthly trip each, carrying cattle to Vladivostok from Hankow for the Russian troops.

The Soy Clew cotton mill at Shanghai was recently stopped for several days owing to the machinery having been maliciously damaged by a Chinaman who was formerly employed in the mill.

The C. P. R. steamer *Empress of India* arrived at Kobe at 4.30 p.m. on Wednesday, the 23rd, and left at 10 a.m. of same day for Yokohama, where she was expected at 7 p.m. yesterday, the 24th.

The case in which two Indians are charged with administering a drug was commenced before Mr. Justice Wise in Criminal Sessions yesterday and was not concluded when the Court adjourned until this morning.

In connection with the Old Volunes Society Mr. W. D. Drummond will give a lecture at the City Hall to-morrow afternoon on "The Secret of the British Empire." H. E. General Wilson Black will preside. The public are invited to attend.

The N. C. Daily News states that the port of Yochon in Korea is to be opened to foreign trade in two years. The date depends, due to the well-known character of the Korean. China also undertakes not to alienate the Valley of the Yangtze to any foreign Power.

A Tokyo press despatch of the 14th February, translated by the *Keiji Chronicle*, reads as follows:—In reference to the Renter's despatch stating that Japan had informed the Chinese Government that she would not be bound by the first instalment of the indemnity, he has retorted, the authorities concerned deny that any such intimation has been conveyed to China.

A telegram from Peking received at Shanghai by the native officials and confirmed from other sources states that the Taung-tien Yamen having intimated to the Corps Diplomatic that the Emperor would receive them at the usual New Year audience the 15th instant, being the 25th of the Chinese moon, the Foreign Representatives declined to attend on the ground that the date fixed was too long after New Year's Day. It was reported that the Austrian Minister was the first to decline the Imperial invitation.—N. C. Daily News.

The N. P. steamer *Argus* sailed from Yokohama for Portland, Or., on the 23rd instant.

A Russian steamer was sent to gaol for six weeks yesterday for stealing a sovereign from a woman in Stanley Street.

It is expected, says the *Strait Times*, that the West Yorkshire Regiment will be removed from Singapore to Calcutta next January.

The concert which is to be given at the Docks will not take place on Saturday evening but on Monday evening, 28th inst., at the same hour.

The position of the foreign members of the Chinese Customs Service, seeking for a revision of salaries on the basis of a fixed sterling rate of 5s to the Taikwan tael, is published in the N. C. Daily News.

The Russian cruiser *Rossia* will leave Hongkong in about ten days for Vladivostok, calling at Nagasaki and Sasebo. It is to be at the latter to transact business with the Grand Duke Karel Wladimirovitch, a first cousin of the Czar, a midshipman on board the cruiser.

Mr. Chamberlain, sitting in the House of Commons, confirmed the telegram concerning Alaska and said that he could not believe the French Government had authorized the invasion of territory which it had recognized as British.

A Paris semi-official note says it is untrue that French troops are in the vicinity of Soko.

TO BE ISSUED ON THE LONDON MARKET.

THE CHINA LOAN.

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## VESSELS ON THE BERTH.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND, SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
OLYMPIA	2,675	T. H. Dawson	March 9	BRISBANE	3,601	E. Foxton	March 15
COLUMBIA	2,935	A. Gov.	April 5	MOUL	3,654	W. H. Wright	March 25
TACOMA	2,349	A. Dixo	April 5	ARGYLL	2,907	W. Ward	May 3
VICTORIA	3,167	J. Truebridge	May 17				

THE attention of passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INFERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 447.

Excellent accommodation. First class Tables. DOCTORS and STEWARDS carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the KRONYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYE &amp; ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

General Rates of Goods for United States Points should be in quadruplicate, and one copy may be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passages or Freight, apply to

DODWELL, CARILL & CO.,  
General Agents.

Hongkong, 23rd February, 1888.

## NIPPON YUSEN KAISHA.

## THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
DESTINATIONS. SAILING DATES.

OMI MARI	SYDNEY & MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE	FRIDAY, 25th February, at 4 P.M.
C. Young		
WAKANA MARI	YOKOHAMA, KOBE & MOJI	WEDNESDAY, 9th March, at 4 P.M.
TOKA MARI	MARSEILLE, LONDON, & ANT.	THURSDAY, 10th March, at 4 P.M.
S. KAWABUCHI	WEDS. VIA SINGAPORE (Transhipping Cargo for Java Ports), PEKING, COLOMBO & PORT SAID	THURSDAY, 17th March, at 4 P.M.
YAMAGUCHI MARI	KOBE & YOKOHAMA	THURSDAY, 17th March, at 4 P.M.
I. KAWABUCHI	BOMBAY, VIA SINGAPORE (Transhipping Cargo for Java Ports), & COLOMBO	TUESDAY, 22nd March, at NOON.
KANAGAWA MARI	KOBE & YOKOHAMA	WEDNESDAY, 23rd March, at 4 P.M.
J. MacKenzic	SEATTLE, WASH., U.S.A. VIA KOBE & YOKOHAMA	THURSDAY, 24th March, at 4 P.M.
RICHARD MARI	A. E. Moses	

\* Through Passengers' Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIKARA  
Manager.

Hongkong, 24th February, 1888.

## PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR SAIL ON REMARKS.

YOKOHAMA VIA NA. { SOKOTA	Na. 20th	Freight. (Passing through GASAKI & KOBE { J. Paine, R.N.R.)
LONDON, &c. { CODOMANDEL	Na. 5th	See Special Advertisement.
SHANGHAI, NAGASAKI, { SUNDA	Na. 5th	Freight or Passage.
KOBE & YOKOHAMA { S.G. D. Andrews, R.N.R.	March	Freight or Passage.
SHANGHAI { THAMES	Na. 5th	Freight or Passage.
YOKOHAMA VIA NA. { RONSETA	Na. 6th	Freight or Passage.
GASAKI & KOBE { E. P. Bishop	March	Freight or Passage.
LONDON { JAPAN	Na. 10th	Freight or Passage.
	March	Freight or Passage.
	T. Leigh	Freight or Passage.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 25th February, 1888.

CANADIAN PACIFIC RAILWAY COY.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships 6,000 Tons—10,000 Horse Power—Speed 19 knots

(SUBJECT TO ALTERATION).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

EMPEROR OF JAPAN—Comdr. G. A. Lee, R.N.

WEDNESDAY, 16th Mar., 1888.

EMPEROR OF CHINA—Comdr. E. Pybus, R.N.R.

WEDNESDAY, 4th April, 1888.

EMPEROR OF INDIA—Comdr. O. P. Marshall, R.N.R.

WEDNESDAY, 27th April, 1888.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and make the voyage YOKOHAMA to VANCOUVER in 12 days, making THREE DAYS a WEEK on the Trans-Pacific journey and the ocean crossing with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European officials in the Service of China and Japan.

The principal features of this Company's route embrace its PALATIAL STREAMERS (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exposition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,

Padre Street.

Hongkong, 22nd February, 1888.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI

THE Company's Steamship

"SINGAN"

Captain Jamieson, will be despatched as above to-day, the 23rd inst., at 5 A.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 23rd February, 1888.

(506)

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT

THE Company's Steamship

"MENNIN"

Captain Mogridge, will be despatched to-day, the 25th inst., at 5 A.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 25th February, 1888.

(506)

FOR CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA AMOY.

THE Company's Steamship

"DARDANUS"

Captain Gregory, will be despatched to-day, the 25th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th February, 1888.

(507)

OCEAN STEAMSHIP COMPANY.

FOR TIENTSIN DIRECT

THE Company's Steamship

"KWEIYANG."

Captain Osteridge, will be despatched as above on Monday, the 26th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th February, 1888.

(506)

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship

"NESTOR"

Captain Aspinth, will be despatched as above on TUESDAY, the 1st Mar., at 5 A.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 24th February, 1888.

(506)

OCEAN STEAMSHIP COMPANY.

FOR THE HONGKONG DAILY PRESS, FRIDAY, FEBRUARY 15TH, 1888.

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## VESSELS ADVERTISED AS LOADING.

## VESSELS ON THE BERTH.

## MOUL-WARLACK-MILBURN LINE.

## FOR NEW YORK VIA SUEZ CANAL

## THE Steamship

## "GHAZIE"

will be despatched as above on SATURDAY, the 12th March.

To be followed by the

S.S. "GHAZIE" { 2nd short 1st April, 1888.

S.S. "PANTHAN" { 2nd April, 1888.

S.S. "ENERGIA" { 5th May, 1888.

For Freight or Passage, apply to

DODWELL, CARILL &amp; CO., Agents.

Hongkong, 24th February, 1888.

(188-476-325)